(c) the progress made in achieving its aim so far?

THE MINISTER OF AGRICULTURE (EXCLUDING THE DEPARTMENT OF ANIMAL HUSBANDRY AND DAIRYING) (SHRI CHATURANAN MISHRA): (a) As per Bye-law No. 3 of the National Cooperative Union of India, the main objects of the National Cooperative Union of India are to promote and to develop the cooperative movement in India, to educate, guide and assist the people in their efforts to build up and expand the cooperative sector and to serve as an exponent of cooperative opinion in accordance with cooperative principles as enunciated in the first schedule to the Multi-State Cooperative Societies Act, 1984.

(b) NCUI was registered on 1st November, 1989 under Multi-State Cooperative Societies Act 1984 and Rules 1985.

(c) National Cooperative Union of India has been monitoring an extensive countrywide cooperative education programme by supporting State Cooperative unions and also running special projects in the field of co-operative education at grass root level for agricultural cooperatives as well as artisans cooperatives. It is instrumental in educating more than 11 lakh members of cooperatives every year. Every three years the NCUI convenes a National Cooperative Congress where basic issues pertaining to cooperative movement are deliberated and recommendations are forwarded to the Government and other agencies for implementation. As an exponent of cooperative opinion in accordance with the cooperative principles, the NCUI has organised a wide range of seminars conferences, workshops for all types of persons involved in cooperative movement namely leaders, policy makers, executives, Government officials etc. For last two years it has been organising district level seminars in collaboration with State Cooperative Unions for sensitising the people at grass root level regarding impact of new economic policies on cooperatives. Nearly 150 district seminars have been organised so far. The NCUI has also maintained relationships with ICA, ILO, FAO to promote cooperative movement and international cooperative relations.

Retiring Room at Howrah and Sealdah

5004. DR. ASIM BALA: Will the Minister of RAILWAYS be pleased to state:

(a) whether there is no Air conditioned Retiring Room at the Howrah and Sealdah;

(b) whether any steps have been taken to construct A.C. Retiring rooms at Howrah and Sealdah; and

(c) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SATPAL MAHARAJ): (a) While Howrah and Sealdah stations have no AC retiring room, 8 AC rooms are available in Rail Yatri Niwas at Howrah.

(b) No, Sir.

(c) Does not arise.

[Translation]

Construction of Railway Godowns etc.

5005. PROF. RASA SINGH RAWAT: Will the Minister of RAILWAYS be pleased to state:

(a) the schemes of the Government regarding the construction of railway godowns, Rail Yatri Niwas and development of the Railway Ticket Printing Press in Ajmer;

(b) whether Government have decided to construct a 'Rail Yatri Niwas' and a Railway godown in Ajmer; and

(c) if so, the full details thereof and the time by which these works would be completed?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SATPAL MAHARAJ): (a) At present there is no scheme in this respect.

(b) No, Sir.

(c) Does not arise.

Accident on Bhusaval-Nagpur Line

5006. DR. G.R. SARODE: Will the Minister of RAILWAYS be pleased to state:

(a) whether a train accident had occurred on Bhusaval-Nagpur line under Bhusaval Division of Central Railway on 8 June, 1996;

(b) if so, the details thereof;

(c) whether in addition to the financial assistance any other assistance is likely to be provided to the dependents of the railway employee victims; and

(d) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SATPAL MAHARAJ): (a) and (b) There was no train accident on Bhusaval-Nagpur section on 8.6.96, however there was a case of run over of railway employees by 7384 Up Express at the site of work of Ballast cleaning machine between Wadodi-Malkapur stations in which 6 railway employees were killed and 8 were injured.

(c) and (d) Apart from compensation to be given as per the Workman Compensation Act, the dependents of

dead employees shall be provided employment as per their eligibility.

[English]

Hauling of Trains

5007. SHRI HARADHAN ROY: Will the Minister of RAILWAYS be pleased to state:

(a) whether long distance Mail/Express and goods trains are hauling with the diesel engines from Howrah to Asansol;

(b) if so, the reasons therefor; and

(c) the steps proposed to be taken for hauling all the long distance trains by the electric locos upto Asansol and change the locos at Asansol for the main line?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SATPAL MAHARAJ): (a) Yes, Sir.

(b) Such haulage is being done due to operational requirements.

(c) This movement is likely to be eliminated once electrification of the missing link is completed.

Alternative Route to Howrah

5008. SHRI BALAI CHANDRA RAY: Will the Minister of RAILWAYS be pleased to state:

(a) whether an alternative route to Howrah could be provided from Barddhaman connecting it with Sehara Bazar-Raina to Arambagh-Tarakeswar; and

(b) if so, the steps proposed to be taken by the Government in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SATPAL MAHARAJ): (a) No, Sir.

(b) Does not arise.

Industries at Tarapur

5009. SHRI CHINTAMAN WANAGA: Will the Minister of ENVIRONMENT AND FORESTS be pleased to state:

(a) whether a team from the Ministry has paid a visit to the Tarapur Industries Estate at Tarapur in the Thane District for the inspection of polluting industries;

(b) if so, the findings of the team; and

(c) the action taken by the Government thereon?

THE MINISTER OF STATE OF THE MINISTRY OF ENVIRONMENT AND FORESTS (CAPT. JAI NARAYAN PRASAD NISHAD): (a) A team comprising of the representatives of the Ministry and the Maharashtra Pollution Control Board visited the Common Effluent Treatment Plant (CETP) installed in Tarapur Industrial Area. The team did not visit any individual units located in the industrial area.

(b) and (c) The team reviewed the related issues pertaining to the operations and maintenance of the CETP. A number of suggestions to overcome the operational problems and increasing the efficiency of CETP were made during the visit which were later on communicated in writing for compliance.

Wheel Flange Lubricators

5010. SHRI TARIT BARAN TOPDAR: Will the Minister of RAILWAYS be pleased to state:

(a) whether twenty five Microprocessor Controlled Wheel Flange Lubricators were fitted in WAG5 Electric Locomotives at the South Central Railway's Vijaywada Electric Loco Shed in 1989;

(b) whether the Micro-processor Controller Boards were missing from at least the twelve locomotives;

(c) whether each of the Controller had a locking arrangement to prevent the theft;

(d) if so, the reasons for such thefts;

(e) the action taken by the Government in this regard; and

(f) the duration of time for which the wheel Flange Lubricators had to be kept idle due to the missing of the Controller Boards indicating their number?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SATPAL MAHARAJ) : (a) Twenty four microprocessor controlled flange lubricators were fitted in WAG5 locomotives of Electric Loco Shed, Vijayawada in 1989 and one lubricator was fitted in an electric locomotive in Electric Loco Shed, Arakkonam.

(b) Yes, Sir.

(c) No, Sir.

(d) The microprocessor controller boards have resale value and hence appear to have been stolen while the locos were working on the Railways.

(e) A locking arrangement was provided to prevent theft.

(f) Twelve wheel flange lubricators were kept idle for periods varying from two years to five years due to the missing of the printed circuit boards.